

Dress Goods

For prompt delivery, at the lowest prices, and on as favorable terms as may be had in any market, very complete lines of the newest and most desirable DRESS FABRICS—“Foreign and Domestic Venetians,” “Zibelines,” “Black Cheviots,” “Unfinished Worsteds,” “Plain and Reversible Homespuns,” “Bour Soufles,” “Satin Soile,” “Melrose,” “Plaid Backs,” “Plain and Twilled-back Broadcloths,” “Tricots,” “Poplins,” “Whip-cords,” “Granites.”

HUBBEN HOLLER & CO

IMPORTERS, JOBBERS,
DRY GOODS, NOTIONS, WOOLENS, Etc.

(WHOLESALE EXCLUSIVELY)

INVALID'S RUBBER GOODS.
Air Beds, Pillow and Chair Cushions, Hospital Rings, Urinals, Bed Pans, Fountain and Bath Sponges, Hot Water Bottles, Rubber Cups and Shower Baths, Bath Cabinets.

WM. H. ARMSTRONG & CO.
Sole Importers, 221 and 223 N. Meridian street, Indianapolis, Ind.

story for children, of the kind that can be read to them by their elders with enjoyment and interest. It is a story of the life of a young girl, who, in the midst of a world of luxury and pleasure, finds a path of duty and sacrifice. The story is told in a simple, straightforward manner, and is full of interest and excitement. It is a story that will appeal to the hearts of all who read it.

The Madonna and Christ.
This is a collection of reproductions of the most celebrated Madonna and Christ paintings by the world's greatest artists, with full-page descriptions accompanying each picture. The plan of the work is not new, but it is carried out in a very thorough and artistic manner. The reproductions are of the highest quality, and the descriptions are of the highest interest. This is a work that will be of great value to all who are interested in the art of painting.

Current Periodicals.
The Youth's Companion of this week publishes its prospectus for the coming year, and an interesting one it is. No periodical in the country of any class has a better list of contributors.

Campaign issues are discussed at length in the Outlook of Oct. 20 by Albert Shaw, Republican, Charles A. Towse, Democrat, and President Eliot, of Harvard, who has been uncertain in politics. He in this year, however, in favor of the Republican.

A new story, by Robert Barr, entitled “The Wizard of Wall Street,” in Everybody's Magazine for November, enters a new field, and has a peculiar interest. In its conception of “Wall Street,” it is a masterpiece of imagination.

Subjects of interest in this issue of the women's magazine, the American Men, are “A Turkish Wedding,” profusely illustrated, a story entitled “The Man in the Clock,” and an article on “How to Sit for One's Photograph,” and numerous short household and toilet articles, besides a large number of suggestions for Christmas gifts in embroidery and lace.

Book News for October has as its leading article a sketch and portrait of W. W. Jacobs, author of “Many Carrots.” London bookshops are entertainingly described, and there is a small portrait and sketch of Alice Brown. The author's sketch of Alice Brown is a masterpiece of imagination.

J. M. Barrie's great serial, “Tommy and Grizel,” reaches a conclusion in the November Scribner's with a most unexpected twist. The wonderful skill with which Tommy has been portrayed commands the greatest admiration. The author's skill is a masterpiece of imagination.

The Philadelphia Saturday Evening Post claims to have solved the problem of publishing a weekly magazine of high quality at a low price. It has reached a weekly circulation of a quarter of a million, and new subscriptions coming in at the rate of a thousand a day. Again, its ten new presses have just been installed in its new eight-story building, which, together with its old facilities, gave it one of the largest and most complete periodical plants in the world.

The Optimist is the cheerful name of a daintily printed miniature magazine coming from Boone, Ia. Unlike most amateur ventures of the sort, of which there have been many in the past few years, it attempts neither to be “smart” nor critical, but deals seriously, though not sadly, with every topic that comes before it. It is a “Philosophy of Buoying Money,” “The Bird About My Home,” etc. As a medium through which a number of young writers can air their views it has its uses.

Miss Sarah Orne Jewett's “The Torsy Lover,” the opening chapters of which appear in the Atlantic Monthly for November, takes for its theme the fortunes of the exiled loyalists at the beginning of the American Revolution. That portion of the present State of Maine which has become

historical facts, has shown a wonderful power of visualization and not a little of the element of a story writer. The volume is about to appear through the Lippincotts, with eight illustrations by John Stock.

What should be an entertaining work will come from the press of the J. B. Lippincott Company very soon under the title of “Hambles in Colonial Byways” in two volumes. The author, Robert Lockwood Wilson, who tells of his own personal rambles through famous places and byways rich with colonial associations. His object is especially to contrast the old time with the present, showing the changes that have been wrought by the telegraph, railroad, and other modern conveniences. The illustrations are half-tone and photographic reproductions of photographs.

Messrs. Houghton, Mifflin & Co. will publish this month “The Last Refuge; a Sicilian Romance,” a study in altruism, by Henry B. Fuller; “Orpheus a Masque,” a metrical composition on the Orpheus-Eurydice myth, by Mrs. James T. Fields; “The Fields of Dawn and Later Sonnets,” a collection of pastoral verses on child life and some of the poems of the late Lloyd Milfin; “The United States in the Orient,” a work by Charles A. Conant dealing with the problems of commerce and navigation in a way at once to interest and inform them; “Andrew Jackson,” in a school and library edition, by William C. Cresswell, the first issue in the “Riverside Biographical Series,” “Russia and the Russians,” a narrative history of the country, by the author of “The Russian Empire,” a forecast of its world future, written from an American viewpoint, by Edmund N. Holmes; “The Commercial Organization of American Diplomacy,” a Brief Review of the Foreign Relations of the United States, 1783-1900.

EXTRAVAGANCE IN CUBA

MINISTER OF FINANCE GIVES GOOD ADVICE TO CITIZES.

Remarkable Letter by the Marquis of Balcanquhall—Sensible Comment of a Leading Journal.

HAVANA, Oct. 21.—Senator Canelo, secretary of finance, in the course of a pamphlet he has just issued on the financial condition of the municipalities of the island, urges better business management, pointing out that a municipality should be as carefully conducted on its financial side as a business corporation. “Last year,” he says, “the municipalities had almost absolute freedom in the matter of levying taxes and spending the funds. Nevertheless, their aggregate receipts were some 20 per cent below the estimated expenditures, not including the cost of police, prisons, public instruction and charities, all of which were paid by the state. The municipalities expended \$2,572,000. They received in taxes \$1,202,301, leaving a deficit of nearly \$1,370,000, which came out of the state fund.”

In a few years, Senator Canelo believes, the municipalities will be made self-supporting, and that then large reductions will follow in the duties on imported necessities of life.

Senator Canelo's views are in accordance with the views of the Marquis of Balcanquhall, who, in a recent letter to the press of Porto Principe, said: “The government of intervention does not keep its promises. It has confidence that, should the time arrive when such a display would be necessary, the Cubans would show the same honesty, energy and valor as the Spaniards showed at the siege of Numancia, and until the whole island was utterly ruined.”

General Wood at the Capital.

WASHINGTON, Oct. 21.—Major General Leonard Wood, military Governor of Cuba, has arrived in Washington from New York, where he has been for several days. He is accompanied by his family and a large staff. He is expected to remain in the city for some time.

Has Spent Nearly Four Years in Exploring Unknown Country—His Part in the Fashoda Affair.

CHICAGO, Oct. 21.—Word was received here to-day of the arrival in Paris of the young African explorer, Capt. Henry Stanley, who, with his companion, Dr. David Livingstone, discovered the source of the Nile. Stanley's expedition was one of the most important of the century, and his discovery of the Nile was a great triumph for the world.

The Macmillan Company is publishing a new and cheaper edition of “Elizabeth and Her German Garden.” This edition contains all the text of the original edition, together with a photographic frontispiece showing the garden as it appeared in 1890. The Macmillan Company is publishing a new edition of “A Kentucky Cardinal” and “Aftermath” in one volume, with illustrations by Hugh Thompson. They will be published in November.

Harper & Brothers have just accepted a new novel by E. W. Townsend, author of “Chimble Padden.” It is probable that it will appear in one of the Harper publications before its presentation in book form. It is a story of New York life, dealing with a society and with “other half” life.

On the 21st of October, just two weeks after its publication by the Boston Herald, Mr. Company, 40,000 copies of “Alice in Old Vincennes,” Maurice Thompson's story of American life, had been sold. From Canada came the greatest number of orders, a fact which is not unusual for that colony, where the public taste is necessarily limited. The publisher reports that the book is selling at a steady average of 2,500 copies a day.

NAVAL CONSTRUCTION

ADMIRAL HICBORN REPORTS ON THE WORK OF HIS BUREAU.

Vast Amount of Activity and Immense Changes During His Connection with the Department.

ESTIMATES FOR NEXT YEAR

NEARLY THIRTY MILLIONS NEEDED TO CARRY OUT HIS PLANS.

Necessity for More Docking Facilities—Submarine Boats and Superposed Turrets—Other Details.

WASHINGTON, Oct. 21.—The report of the chief of the Bureau of Construction and Repair for the fiscal year 1899-1900, which has just been made public, is no exception to the rule which that bureau has established in recent years of making its report complete and explicit. Special attention is attached to the current report, as it is the last one to be submitted by Rear Admiral Hicborn, the present chief constructor, who, under the law, will retire on the 4th of March next. The period during which he has held this important post has seen greater changes in the navy than any other equal period in its history, the chief constructor having begun, as he states, forty-five years ago as a government apprentice employed on the construction of the Merrimack and Hartford. After speaking of the old wooden sloops of war, without protection or watertight subdivisions, and armed with broadsides of smooth bores, he says:

“How many of those associated with the work of this period, looking into the future, would have believed that during the space represented by the active career of one man, wooden ships of war and sails as a means of propulsion would have passed; that steel should have become the material of construction; steam, electricity, propelling screws, and electricity a general agent of propulsion; that the demands for protection, armament, speed and endurance would have forced the construction of battleships and armed cruisers of deep displacements of over 15,000 and 15,000 tons, and speeds of eighteen and twenty-two knots? Who of them would have believed that, within that time, the resources of this country could have been so developed that when such vessels of war are to be constructed every part going into them is American production?”

Passing to a brief mention of the more important matters and measures with the adoption of which the Bureau of Construction and Repair has been identified during Admiral Hicborn's incumbency, brief mention is made of the work of reconstruction of the historic Hartford and the efforts looking to the rehabilitation of the Constitution; the controversy in which the chief constructor prevented the needless expenditure of the public money for aluminum torpedo boats, after legislative authority for such construction had been specially sought and obtained; his consistent advocacy of sheathing the hulls of the fleet with wood and the fireproofing of such as remained on board ship, and the good results achieved by the reduction of the weight of the fleet, and the important addition of an efficient vessel of this class to the navy, and the effects of the care and study devoted to conveniences adding to the creature comforts of both officers and enlisted men.

THE ESTIMATES.

The report opens with his estimates, the principal items being: For preservation of and repairs to the vessels of the navy, \$7,000,000; for repairs and improvements to navy yard plants, \$20,000; the account of hulls and outfits of vessels and steam machinery heretofore authorized, \$2,724,917. The chief constructor points out the disadvantages under which the naval station at Cavite, Manila, has been operating, and the naval constructor relative to a proposed site at Olongapo, Subig bay. He withholds recommendation thereon until the completion of the naval station at Cavite, Manila, and quotes a report of the Philippine Islands, which is a masterpiece of imagination.

Special attention is placed on the need for a dry dock, and he says: “There are available in the present time, in the east coast of the United States but nine government dry docks of all sizes, distributed among the ports of the country, but one is of sufficient size to take in the largest battleship of the fleet. The docking facilities available are severely deficient, and the conditions are such that the fleet is unable to be repaired in a timely manner. It is a matter of great importance that the fleet be able to be repaired in a timely manner, and it is a matter of great importance that the fleet be able to be repaired in a timely manner.

Some space is devoted to the question of the building of the navy yards, and he says: “There are at the present time, in the view of the prosperous condition of the country, and the fact that the navy is a part of the national defense, it is a matter of great importance that the navy be able to be repaired in a timely manner, and it is a matter of great importance that the navy be able to be repaired in a timely manner.

When England and France nearly went to war over the Fashoda affair, Major Marchand, it will be remembered, had taken possession of that portion of the country on the Nile as an outlet on that river for the French possessions in the Congo. Mr. Stanley, on his second trip, he has visited a considerable portion of the unknown lands in the Congo Free State and also the country north of the Congo, including the Kivu region. Mr. Stanley's expedition was one of the most important of the century, and his discovery of the Nile was a great triumph for the world.

Concerning the battery of battleships he says: “The battery of battleships is a matter of great importance, and it is a matter of great importance that the fleet be able to be repaired in a timely manner, and it is a matter of great importance that the fleet be able to be repaired in a timely manner.

THE TURKISH CONTROVERSY.

“There is nothing in the experience with the two vessels recently completed, leading either to show how they may be removed, or to determine the extent of their effect on the vessels in which this system is employed. The decision in the case of the recent vessels has been reached in practically the same way as the decision reached in the case of the recent vessels, and it is a matter of great importance that the fleet be able to be repaired in a timely manner, and it is a matter of great importance that the fleet be able to be repaired in a timely manner.

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“The superimposed turret had nothing to do with our coming back to port,” said Captain Chester. “There is no question as to the mechanical arrangement. In my judgment the turrets are much less liable to suffer disaster than if they were supported by the hull of the ship, as in the case of the Massachusetts and vessels of that class.”

CHEAPER MANUFACTURES

ALL CLASSES OF MADE GOODS ARE LOWER IN PRICE.

On the Other Hand, Agricultural Products Are Higher—Noteworthy Changes in Nine Months.

Special to the Indianapolis Journal.

WASHINGTON, Oct. 21.—A remarkable fall in the prices of manufactures in nearly all of the great classes is shown by the official figures of the Treasury Bureau of Statistics, prepared for the current number of the Monthly Summary and by recent issues of Dun's and Bradstreet's. Comparing prices at the beginning of the present year with a fall of 10 per cent to 40 per cent, is shown. Tin plate shows a reduction of 24 per cent. On Oct. 1, as compared with Jan. 1 last; refined petroleum, 21 per cent; common window glass, 12 per cent; wire nails, 30 per cent; barbed wire, 28 per cent; Bessemer pig iron, 46 per cent; steel rails, 28 per cent; yellow pine lumber, 14 per cent; sisal rope, 23 per cent; Manila rope, 22 per cent; leather, 10 per cent; shoes of various grades, from 7 per cent to 10 per cent; woolen dress goods of various grades, from 5 per cent to 12 per cent.

The prices of leading articles of manufacture and farm production are regularly gathered by the Bureau of Statistics for publication in its Monthly Summary of Commerce and Finance, and it is from this source that the publication of Bradstreet's, Dun's Review, The Iron Age, and the Cincinnati Price Current that the figures given herewith are obtained.

While nearly all of the figures relating to manufactured articles show a reduction on Oct. 1, as compared with Jan. 1 of the current year, nearly all figures on prices of farm products show an advance during the same time. Corn shows an advance of 20 per cent, wheat, 1 to 4 per cent, and oats, 1 to 2 per cent. The price of wheat, from 73c a bushel Jan. 1 to 80c Oct. 1; barley, from 45c a bushel Jan. 1 to 50c Oct. 1; hogs, from \$4.50 per 100 pounds Jan. 1 to \$5.50 Oct. 1; cotton, from 7 1/2c a pound Jan. 1 to 10c Oct. 1; and sugar, from 12c a ton Jan. 1 to 17 1/2c a ton Oct. 1.

The following table shows the wholesale prices of leading articles of manufacture, as shown by the official figures of the Bureau of Statistics, supplemented by recent issues of Dun's, Dun's Review, The Iron Age, and Price Current, for the opening week of October, 1900, compared with the opening week of January, 1900, and the percentage of change shown.

Articles	Jan 1 Oct 1	Red'n
Steel billets (ton)	\$31.00	\$28.00 9.7
Steel rails (ton)	25.00	23.00 8.0
Sisal rope (lb)	1.00	.95 5.0
Manila rope (lb)	1.00	.95 5.0
Steel beams (ton)	40.00	36.00 10.0
Wire nails (cwt)	1.75	1.50 14.3
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Eczema

How it reddens the skin, itches, oozes, dries and scales. Some people call it tetter, milk crust or salt rheum.

The suffering from it is sometimes intense. Local applications are resorted to, but they mitigate, but cannot cure. It proceeds from humors inherited or acquired, and persists until these have been removed.

Hood's Sarsaparilla

positively removes them, has radically and permanently cured the worst cases, and is without an equal for all cutaneous eruptions.

Hood's Pills are the best cathartic. Price 25 cents.

EDUCATIONAL